



KENNETH ROAD DESIGN WORKSHOP



Why Kenneth Road?



- Concerns from residents regarding:
 - Traffic speeds and volumes
 - Accidents
 - Stop sign compliance
- Schools on or near:
 - Muir,
 - Emerson,
 - Miller,
 - Jefferson
- Residential character neighborhood with a non-residential character street

What is Call for Projects?

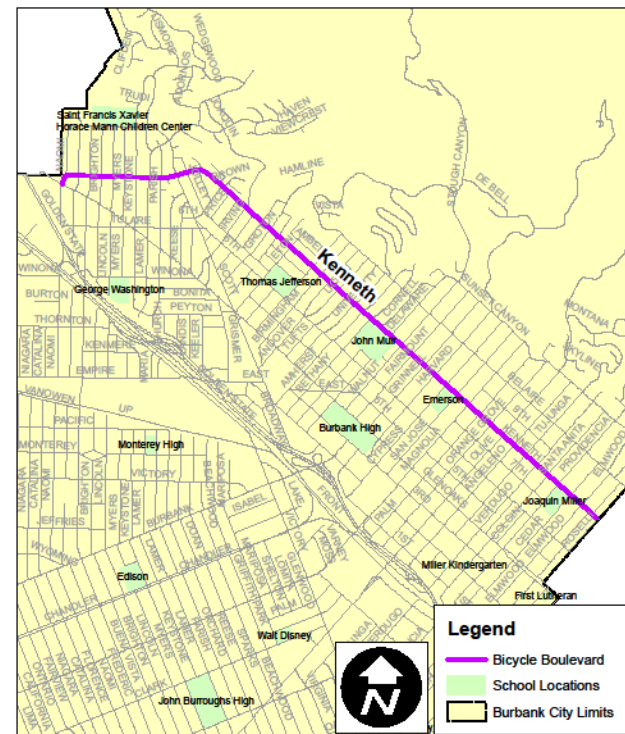


- Competitive grant process
 - Grants applications are due January 28th
- Federal dollars distributed to local cities through LA County Metropolitan Trans Authority (Metro)
- Less funding available than previous Calls
 - Estimated 8 million countywide for this type of project
- Past projects funded include:
 - Chandler bikeway,
 - Traffic signal synchronization,
 - San Fernando bikeway (currently being designed)

Our Project



- Partnership with the City of Glendale
- Calm traffic by enhancing Kenneth Road as a Bicycle Boulevard
 - Utilizing grant opportunities for bicycle infrastructure as a mechanism for funding traffic calming measures
- Increase safety and connectivity for the non-motorized public while maintaining the residential character of the neighborhood
- Promote healthy lifestyle choices for the community
- Improve pedestrian and bicycle access to schools for community youth

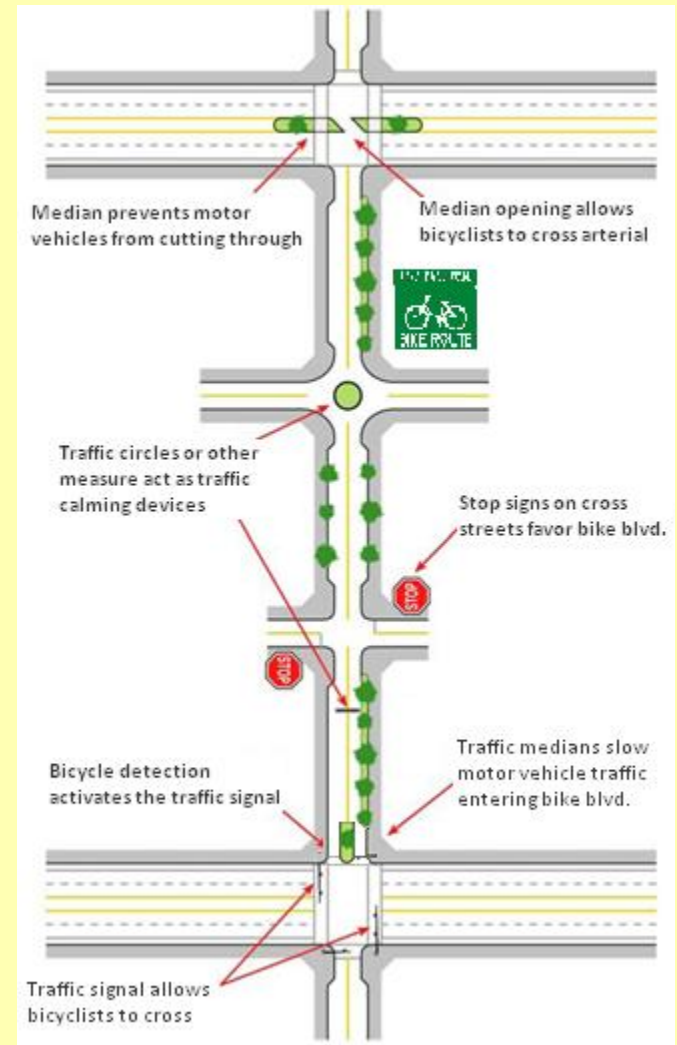


City of Burbank
Call for Projects 2011
Kenneth Bicycle Boulevard Project Location

What is a Bicycle Boulevard?



- LOW-TRAFFIC NEIGHBORHOOD STREETS that have been optimized for bicycling. They provide direct, attractive routes for bikes.
- QUIETER, PRETTIER, AND HEALTHIER than busy, car-filled streets
- WELCOMING to kids, families and novice cyclists, and attractive for all kinds of cyclists
- EXTREMELY SAFE (many have zero crashes over the last decade)
- HEALTHY with noticeably cleaner air than busy streets
- This is accomplished through traffic calming measures and enhanced roadway signage. Which are commonly referred to as the Bicycle Boulevard Toolbox



Bicycle Boulevard Toolbox



BOULEVARD SIGNAGE AND MARKINGS –Smaller markings on the ground tell cyclists where to go while larger markings indicate to drivers that they are on a bike boulevard and should slow down. Signs tell cyclists where they are headed and how much further they have to go to reach their destination. The tools in this section offer a few examples of ways to show folks how to get from here to there.

- SHARROWS – “Share the Road” arrow. Indicates that cyclist can use the whole lane. Marking designed so if you ride down the center of the arrows, you will be outside the "dooring" zone
- WAY FINDING SIGNAGE – Indicates distance to certain districts, gives direction and travel time
- SHARE THE ROAD SIGNAGE – Indicates to motor vehicle drivers that cyclists may be present

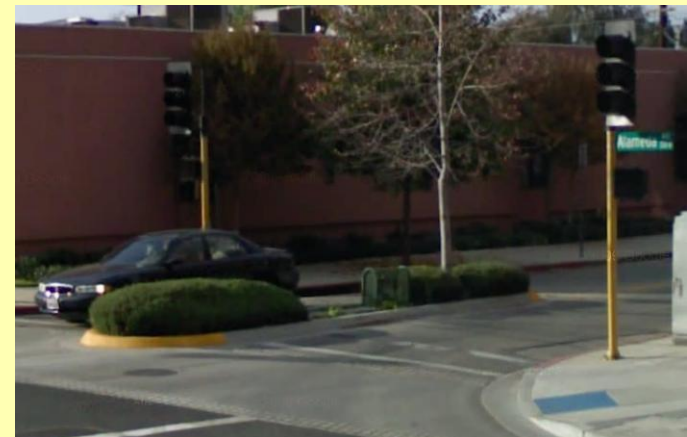


Bicycle Boulevard Toolbox

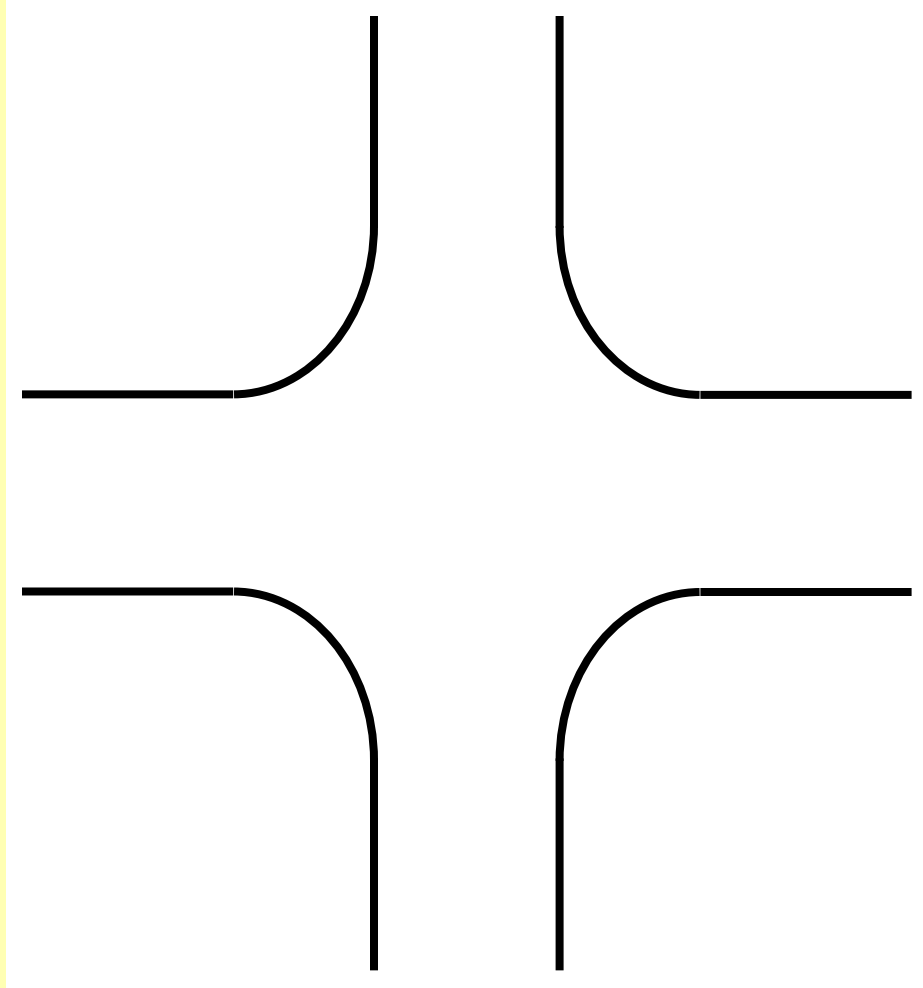


AUTO SPEED REDUCTION – Research shows that by limiting auto speeds to 25mph or less, the risk of collision, injury or death is greatly reduced. The ideal car speed on bicycle boulevards is 15-20mph. The tools in this section slow cars down on neighborhood streets making them safer for everyone. Examples include:

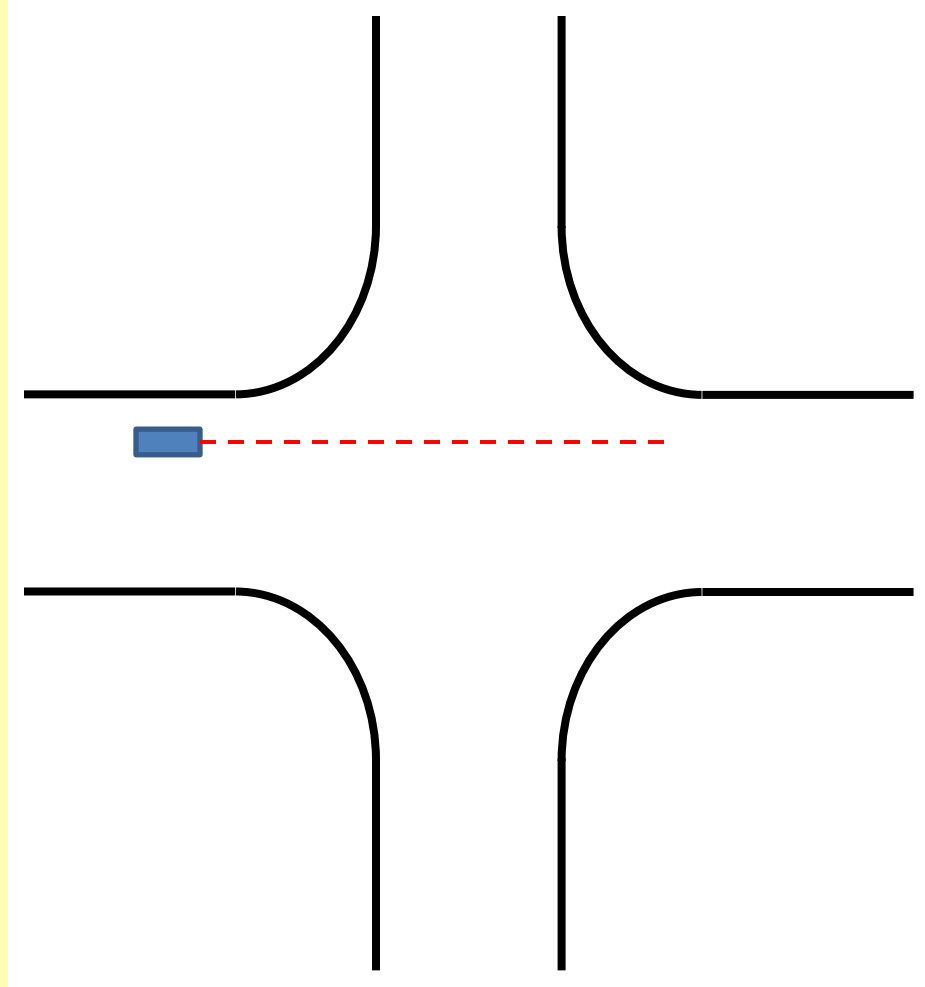
- STOP SIGNS – Stops car traffic, oriented to favor cyclist traveling on bicycle boulevard
- NEIGHBORHOOD TRAFFIC CIRCLES – Reduces auto speed, only within 100 feet of circle
- TRAFFIC ISLANDS – Reduces auto speeds as vehicles turn from major arterials to bicycle boulevard



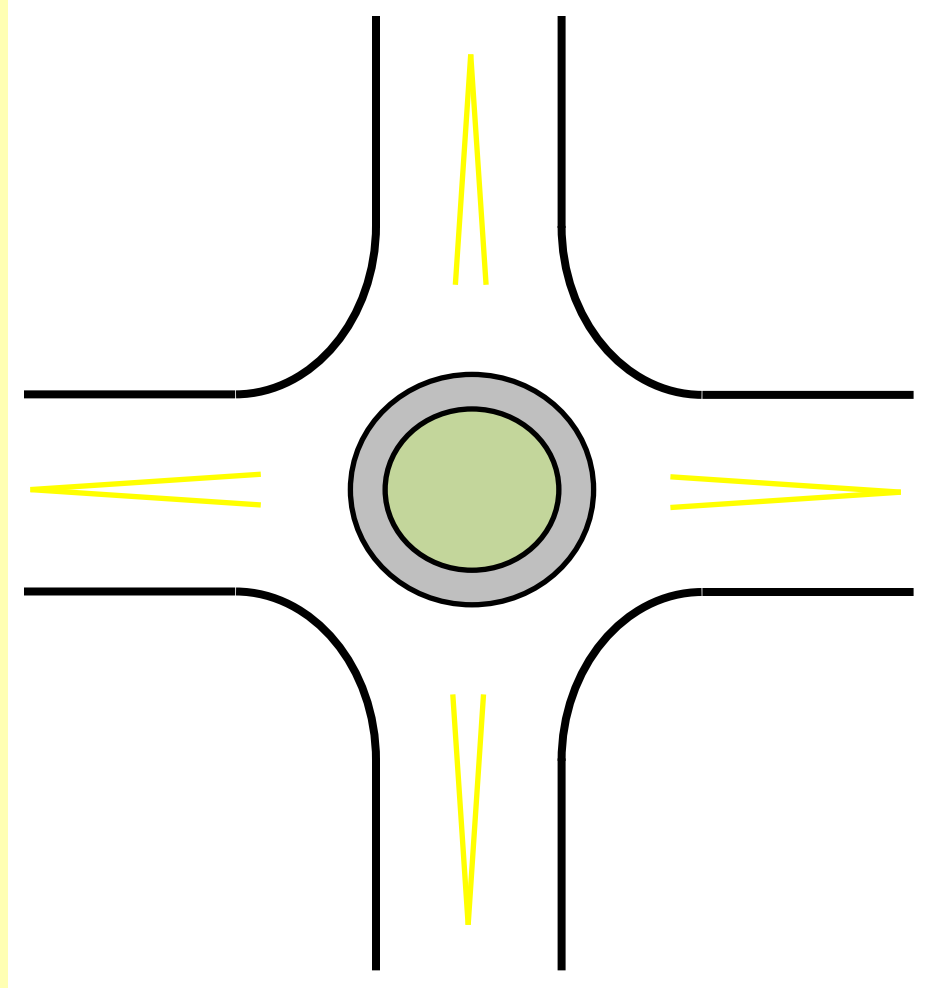
Neighborhood Traffic Circles



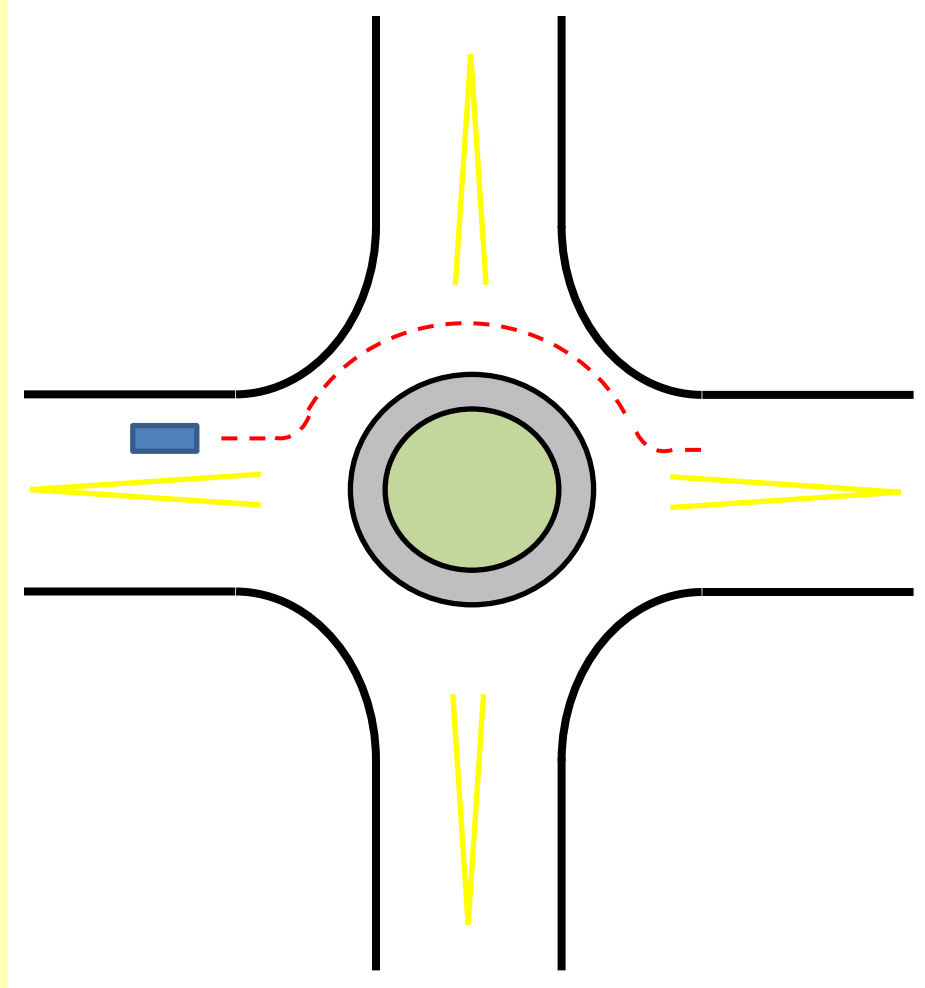
Neighborhood Traffic Circles



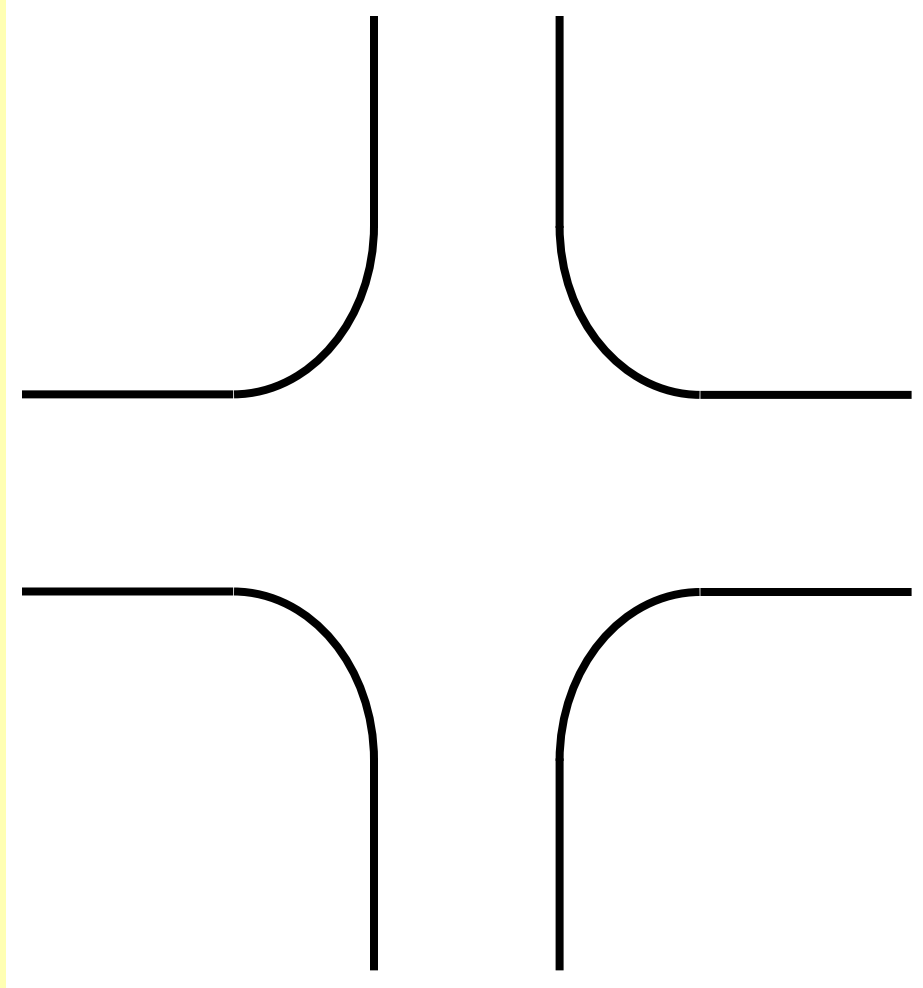
Neighborhood Traffic Circles



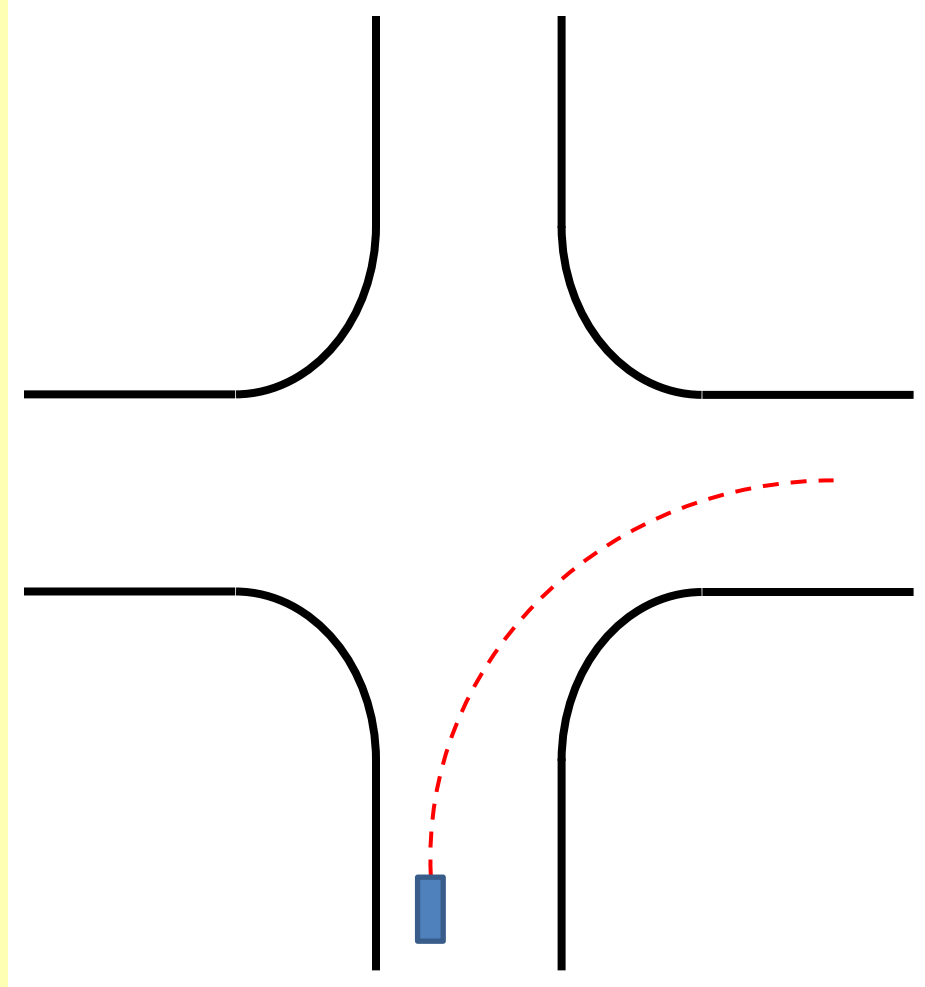
Neighborhood Traffic Circles



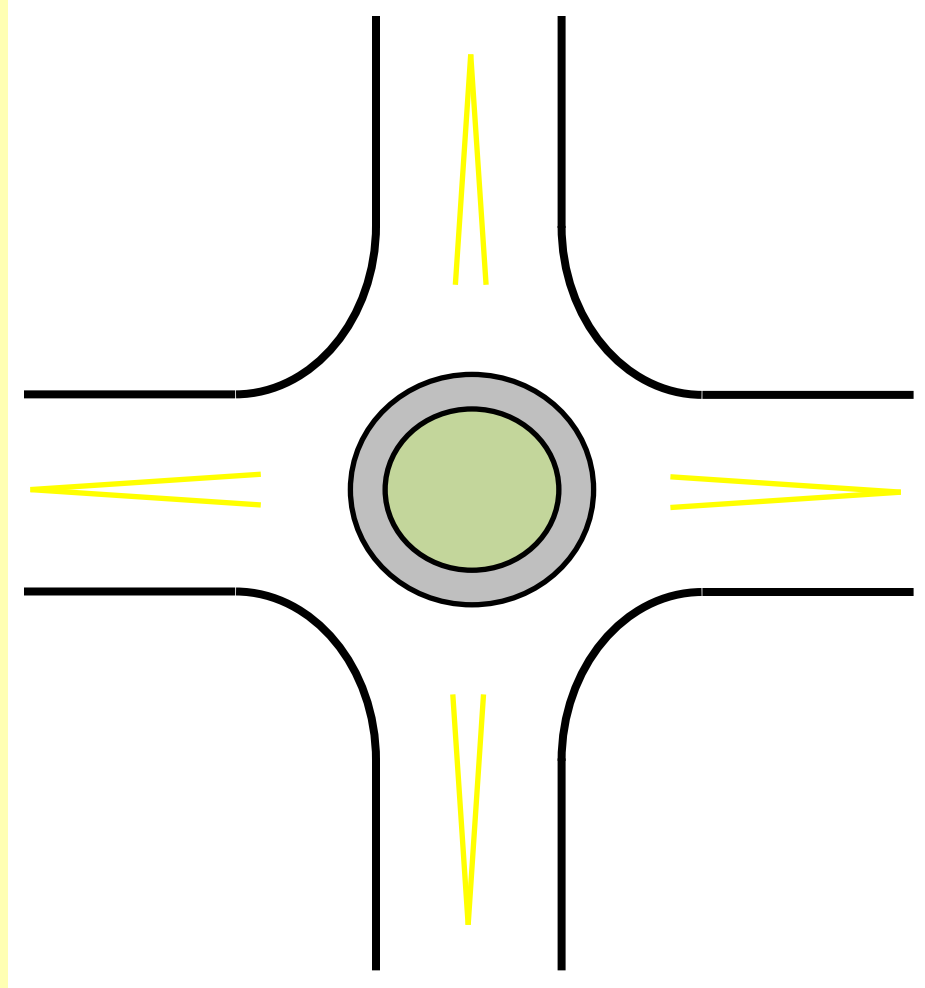
Neighborhood Traffic Circles



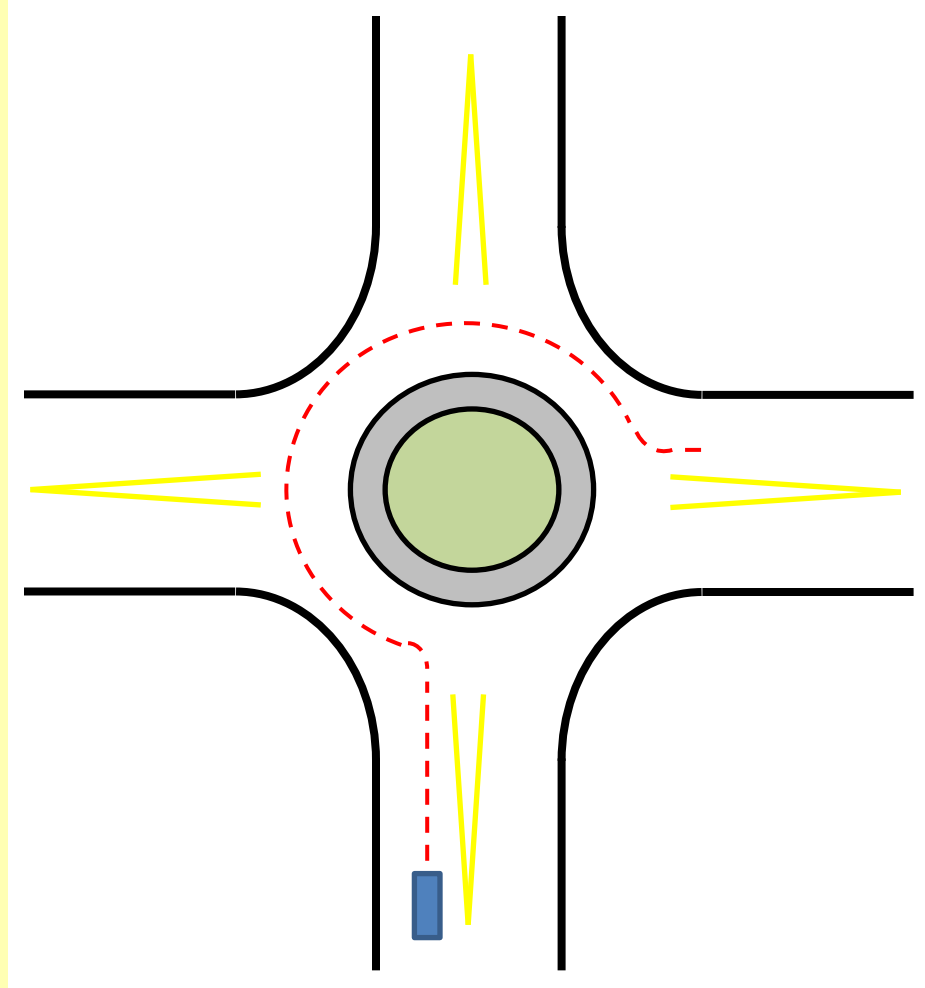
Neighborhood Traffic Circles



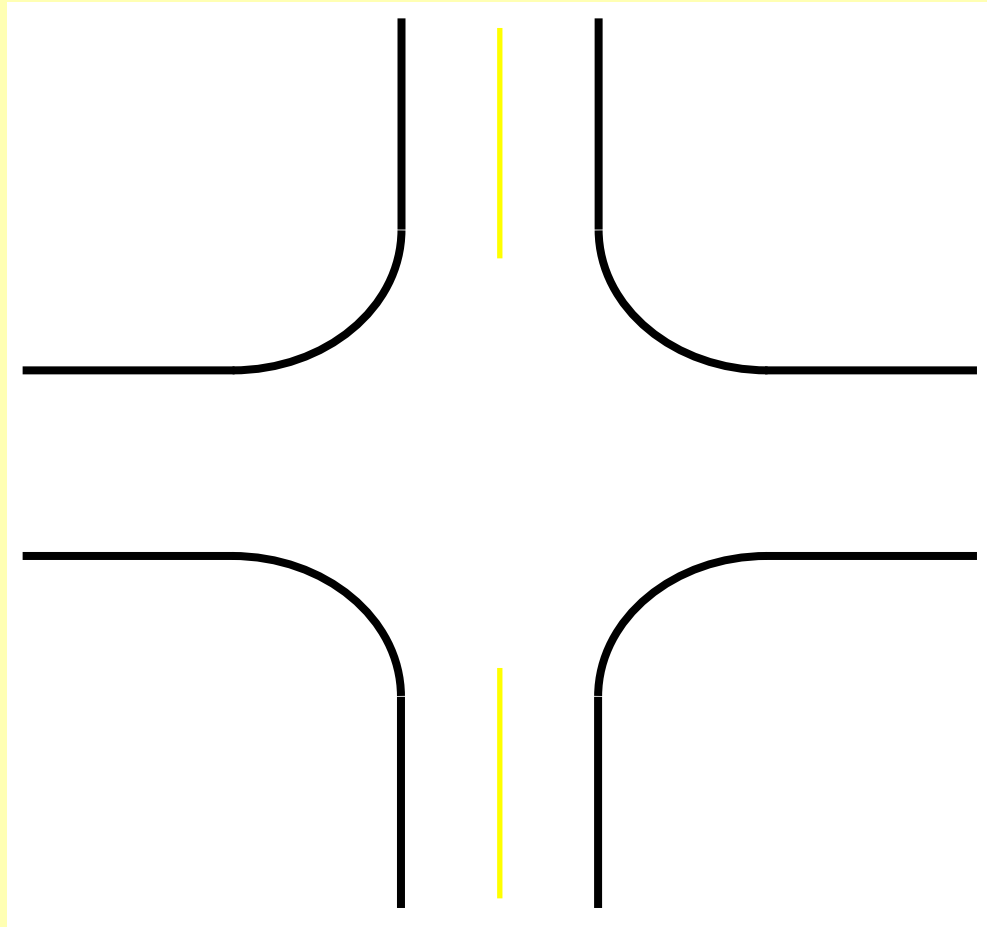
Neighborhood Traffic Circles



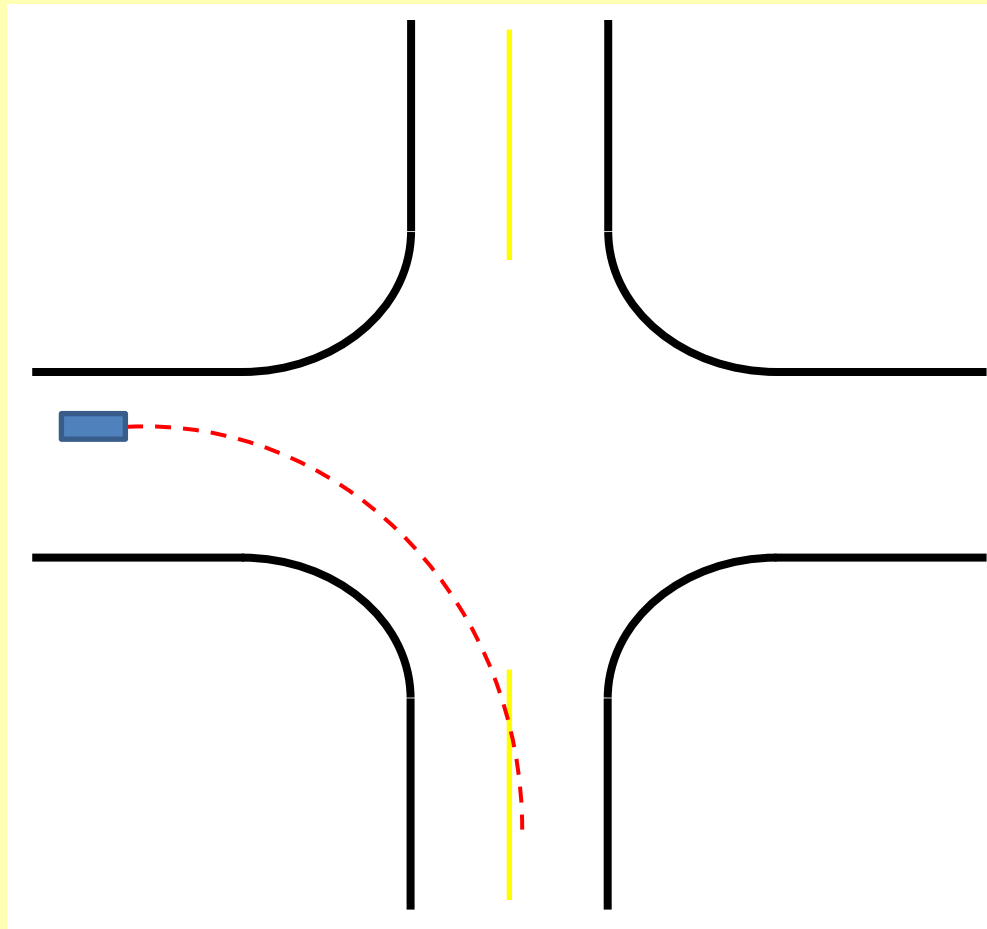
Neighborhood Traffic Circles



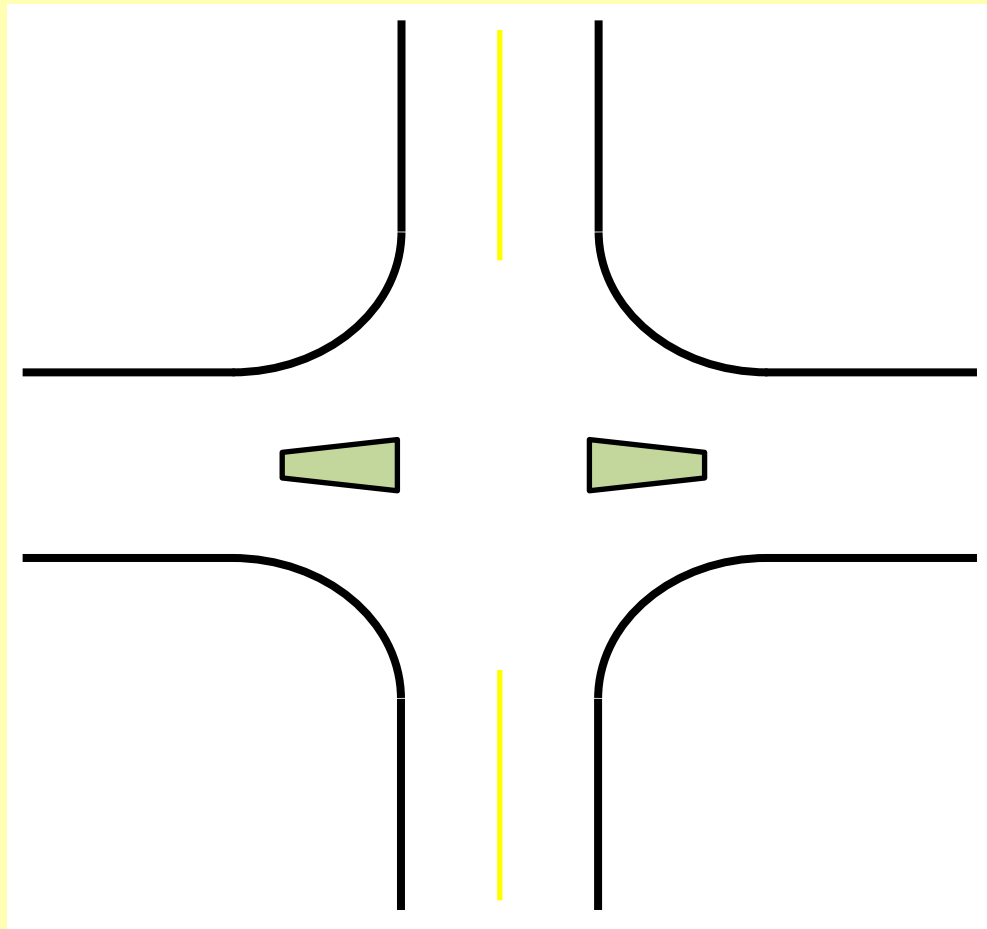
Traffic Islands



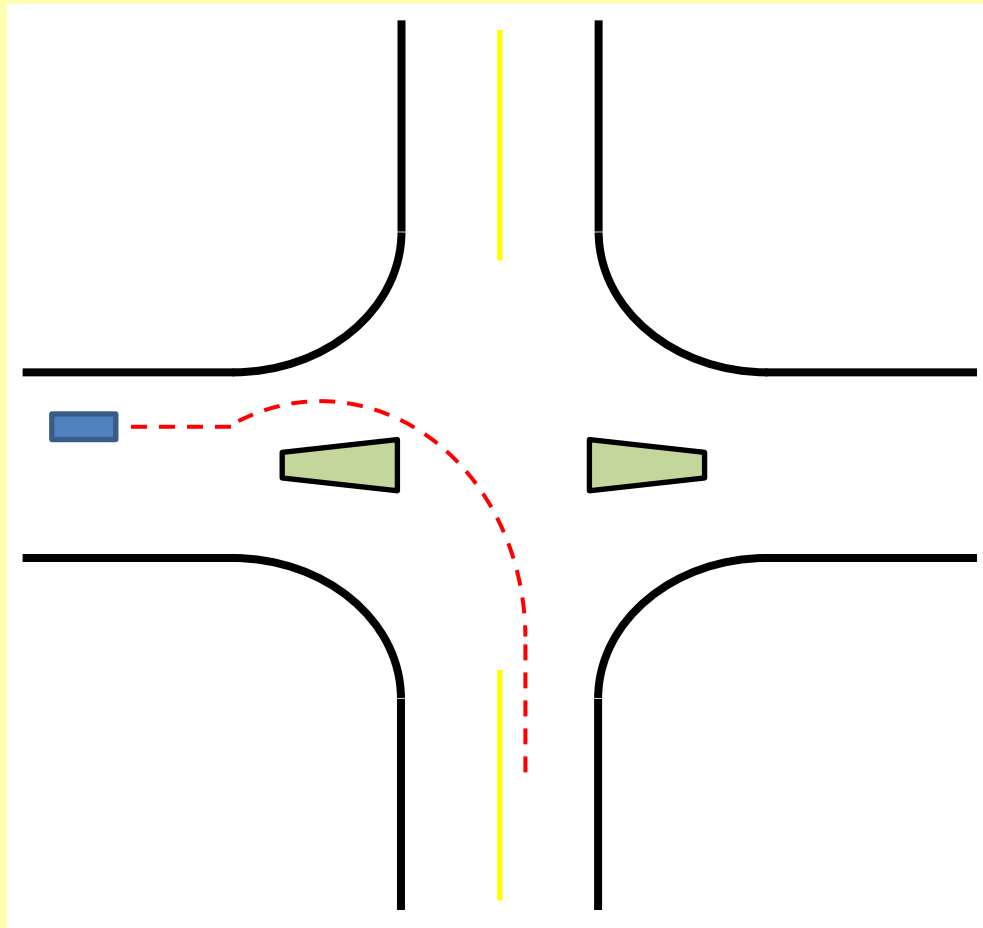
Traffic Islands



Traffic Islands



Traffic Islands



Bicycle Boulevard Toolbox

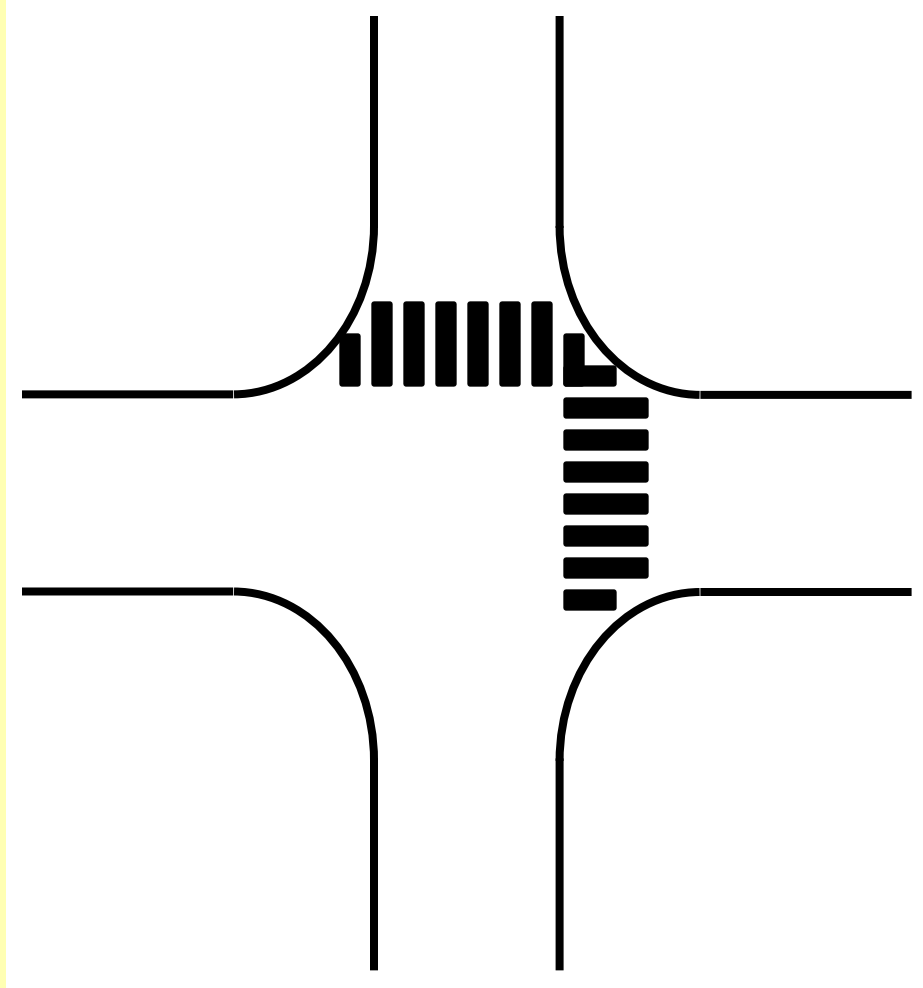


CROSSING BUSY STREETS – Large arterial streets, freeways and rail tracks all create significant barriers for bicyclists, pedestrians and neighborhoods. It's imperative that cyclists are able to cross major intersections safely.

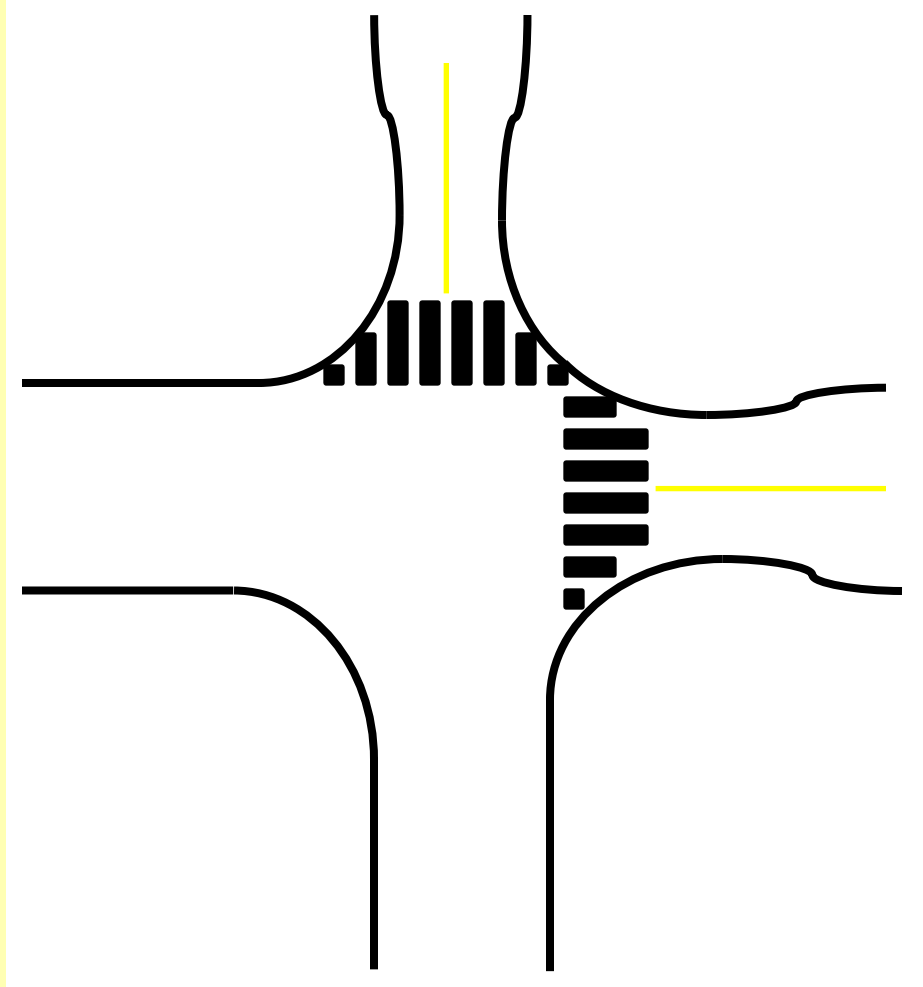
- HIGH VISIBILITY “ZEBRA” CROSSWALKS – Increases visibility at crossings
- CURB EXTENSIONS – Increases bicycle/pedestrian visibility, shorten crossing distance
- MEDIANS – Limits auto access, provides mid-point crossing refuge for bicycles/pedestrians
- BICYCLE DETECTION – Cyclist can trigger traffic lights by placing tires over bike symbol. Signal will be actuated by camera or loop detectors.
- BIKE BOXES – Brings cyclists to front of the line at traffic lights, priority crossing/turning, reduces right-hook conflict, fill in box with color paint to increase visibility



High Visibility “Zebra” Crosswalks



Zebra Crosswalks with Curb Extensions



Bicycle Boulevard Toolbox

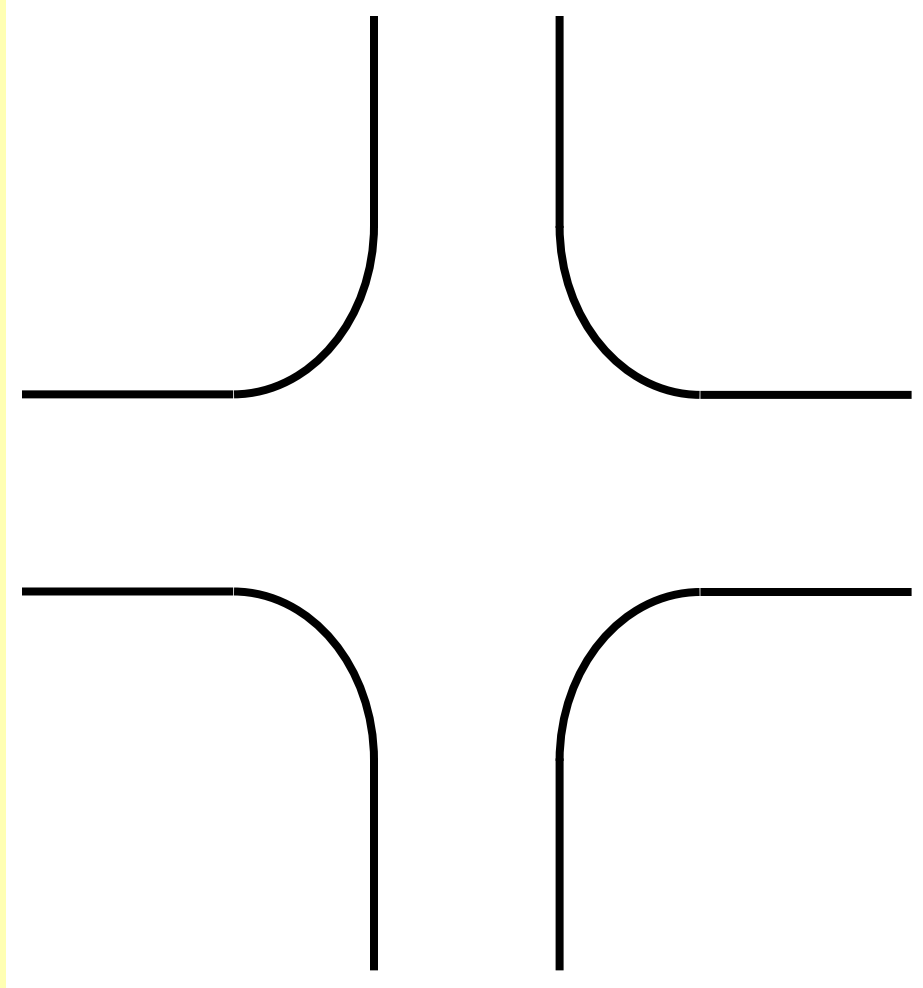


AUTO TRAFFIC REDUCTION –When auto speed reduction is combined with auto traffic reduction or "diversion", safety on bicycle boulevards is maximized. Cars are still allowed on bicycle boulevards, but diversion treatments encourage them to drive on arterial streets instead of neighborhood streets when they need to get somewhere quickly. The tools in this section limit auto access to bicycle boulevards at critical points, while allowing bicycle traffic to get through. Examples include:

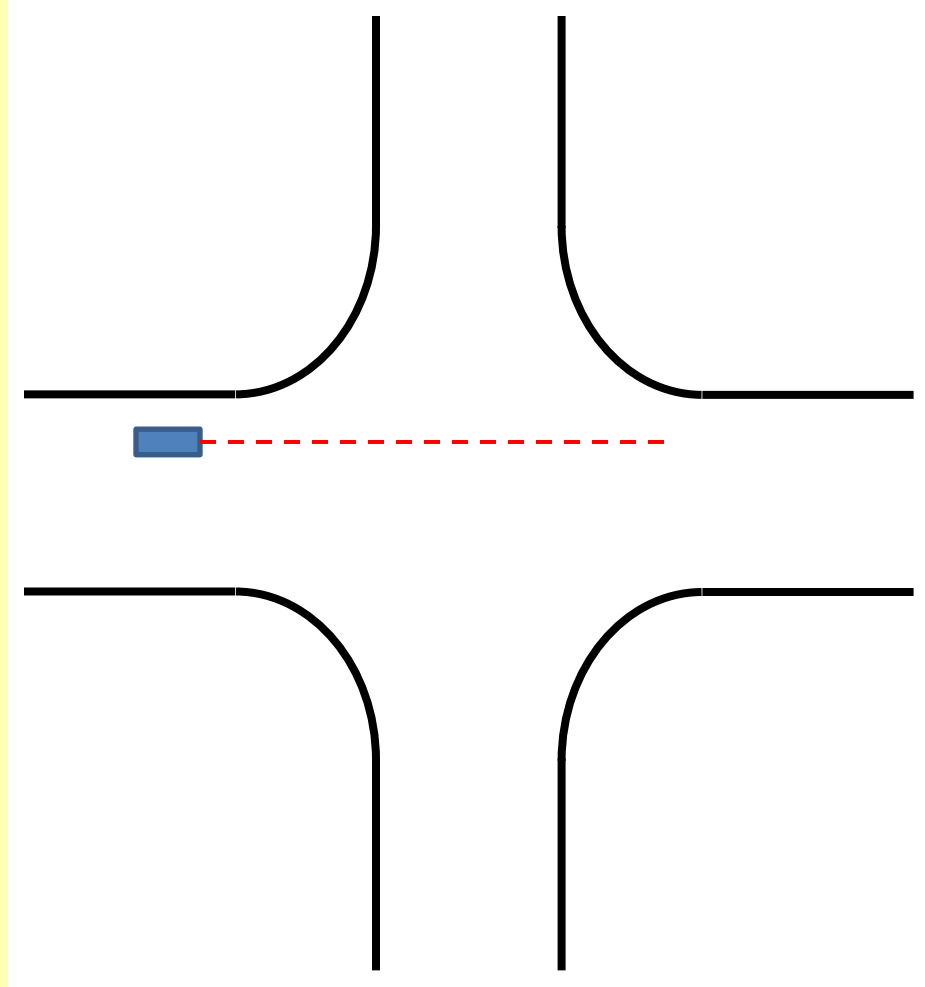
- SEMI-DIVERSION – Limits auto access while allowing bicycle access
- FULL-DIVERSION – Restricts auto access while allowing bicycle access



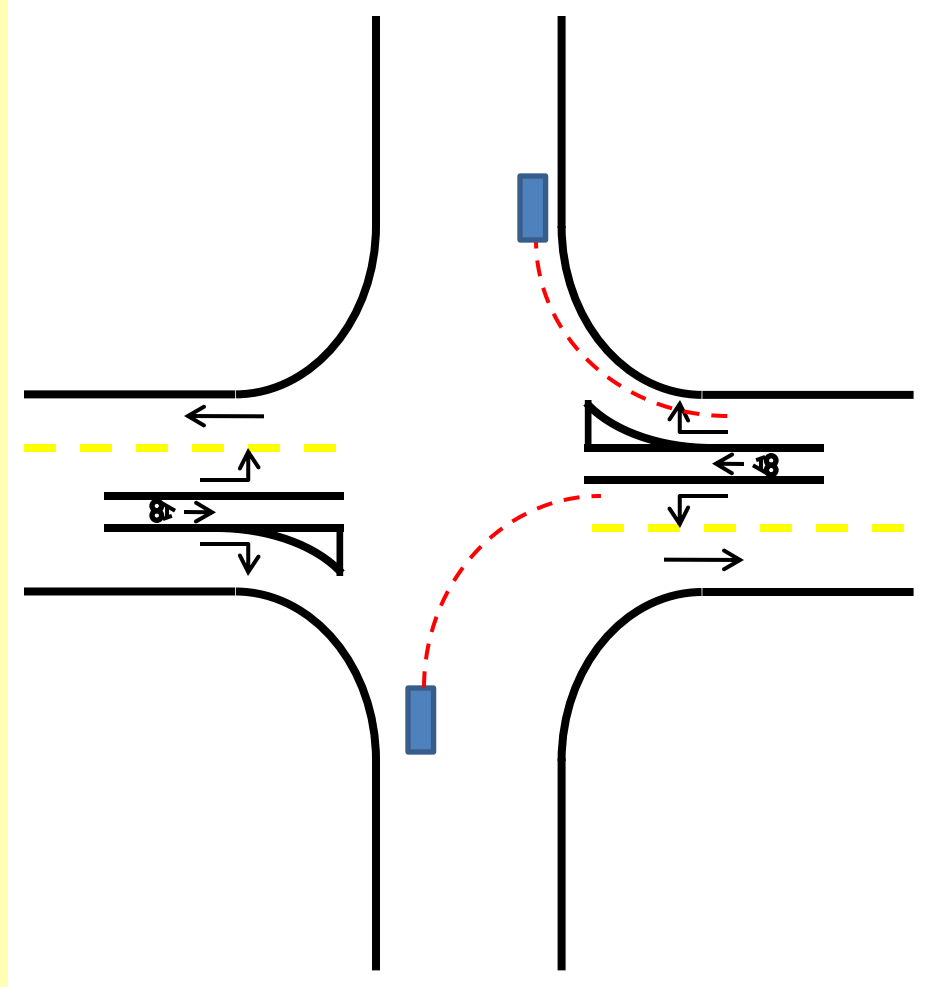
Semi-Diversion



Semi-Diversion



Semi-Diversion





THANK YOU!



City of Burbank
Community Development Department
Planning and Transportation Division
150 N. Third Street Burbank, CA
(818) 238-5270
cwilkerson@ci.burbank.ca.us